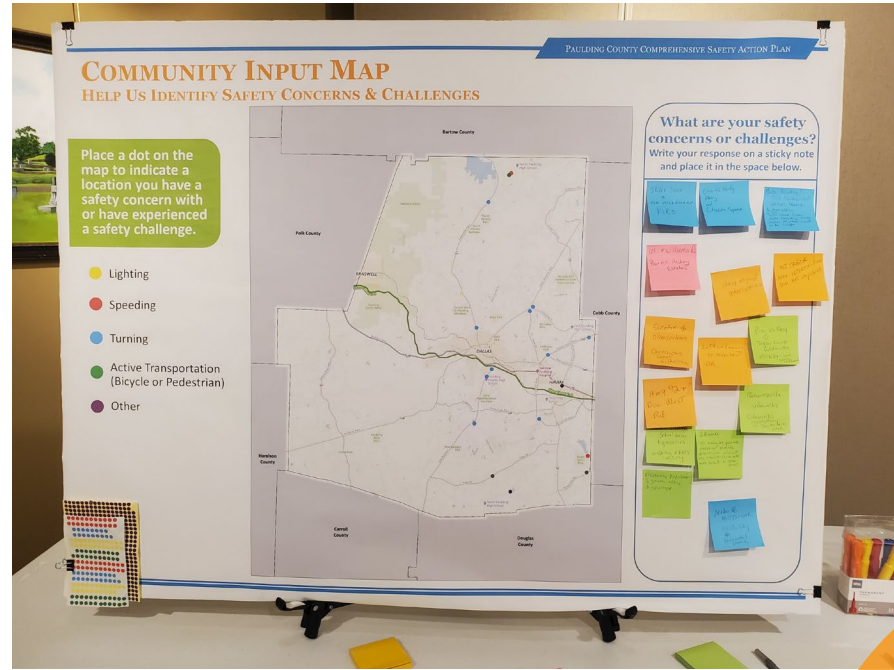
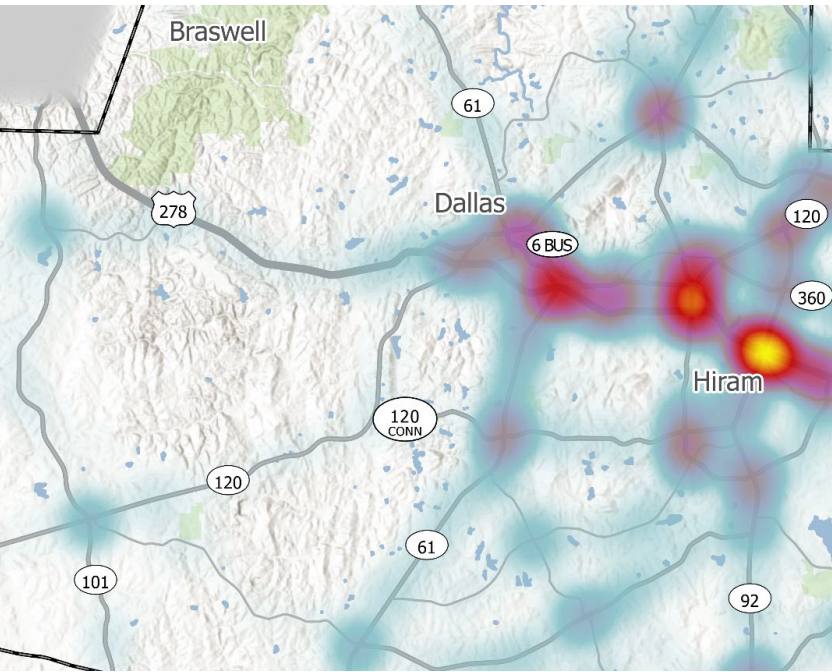


PAULDING COUNTY COMPREHENSIVE SAFETY ACTION PLAN



Executive Summary

June 2025

COMPREHENSIVE SAFETY ACTION PLAN OVERVIEW

Plan Background

The goal of a Comprehensive Safety Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries.

The Comprehensive Safety Action Plan (CSAP) is Paulding County's roadmap to achieving the goal of eliminating transportation-related fatalities and serious injuries. In collaboration with residents and community stakeholders, Paulding County is dedicated to "providing a safe transportation system for all users".

8 Components of an Action Plan

Leadership Commitment & Goal Setting	Equity
Planning Structure	Policy and Process Changes
Safety Analysis	Strategy and Project Selections
Engagement and Collaboration	Progress and Transparency

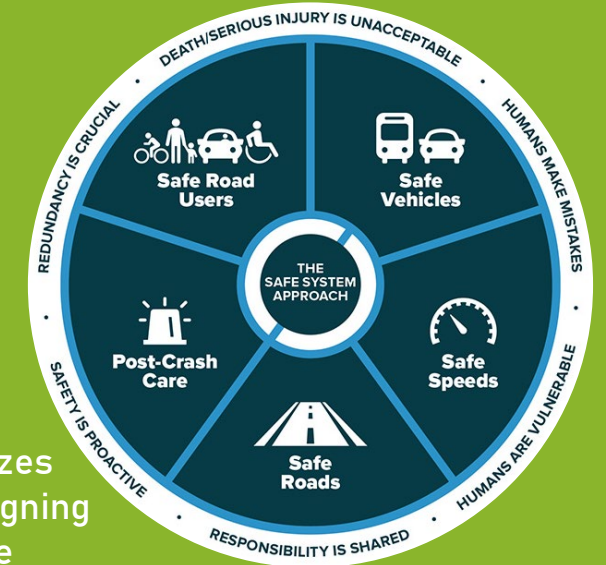
Safe System Approach

The Paulding CSAP is grounded in the Safe Systems Approach. The Safe System Approach offers a shift from the traditional, reactive safety approach to a more proactive approach.

6 Key Principles:

- ▶ Death and Serious Injuries are Unacceptable
- ▶ Humans Make Mistakes
- ▶ Humans Are Vulnerable
- ▶ Responsibility is Shared
- ▶ Safety is Proactive
- ▶ Redundancy is Crucial

The Safe Systems Approach recognizes human fallibility and focuses on designing transportation systems to reduce the impacts of inevitable human mistakes.



COUNTYWIDE CRASH TRENDS

Between January 1, 2019 and December 31, 2023, there were **22,178** reported crashes:

- ▶ 93 were fatal crashes
- ▶ 376 were serious injury crashes
- ▶ 17 involved active transportation modes (bicycles or pedestrians)

Overrepresented Crash Types

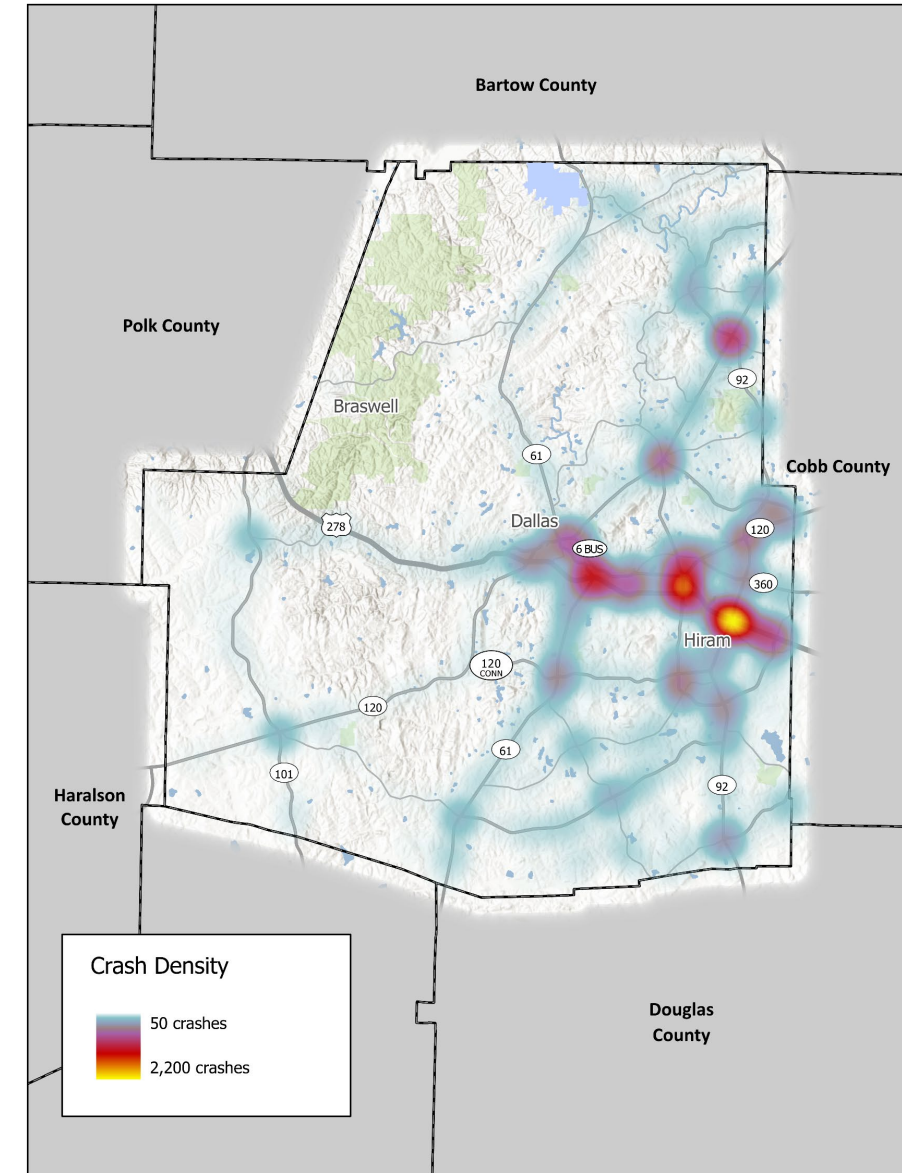
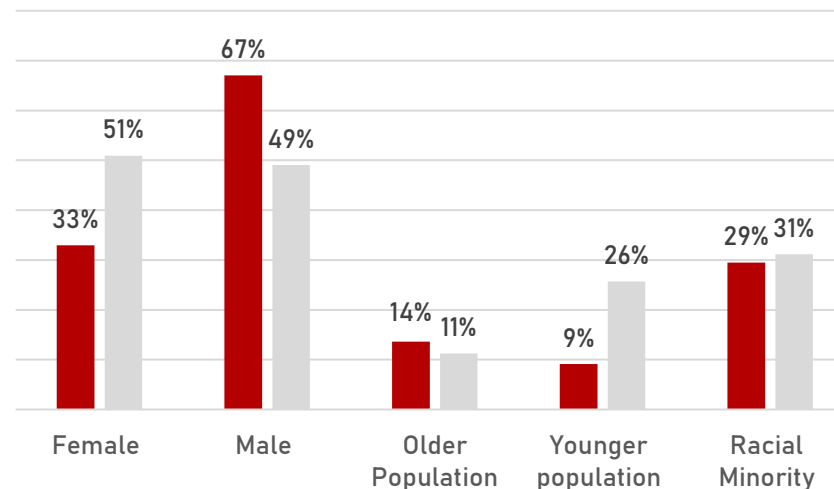
Overrepresentation refers to a greater proportion of crash conditions occurring for severe crashes than for all crashes in that jurisdiction. Several crash factors are overrepresented in Paulding County, Dallas, and Hiram, including:

- ↔ Head on crashes
- 🚗 Single vehicle crashes
- 🚗 Speeding crashes
- ↙ Left angle crashes
- 🌑 Dark, not lighted crashes

Demographic Comparison

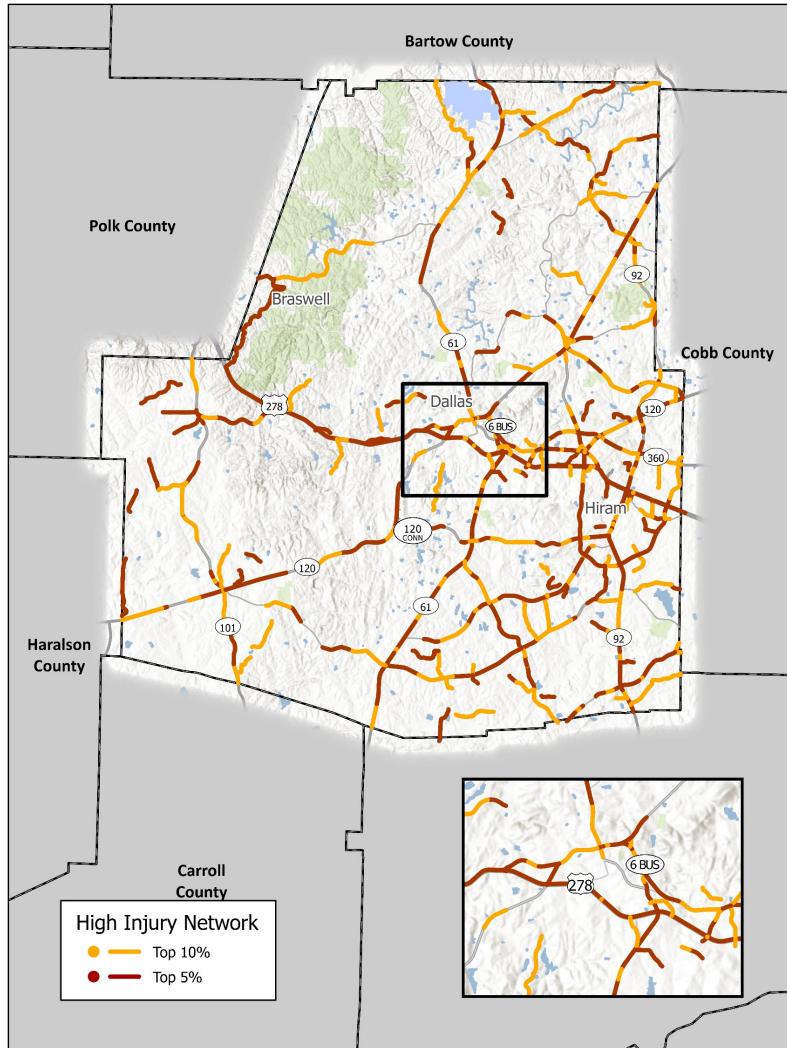
■ FARS Fatal Vehicle Crash
■ Demographic Data

Male drivers and older drivers are the two demographic groups that are overrepresented in fatal crashes compared to County demographics

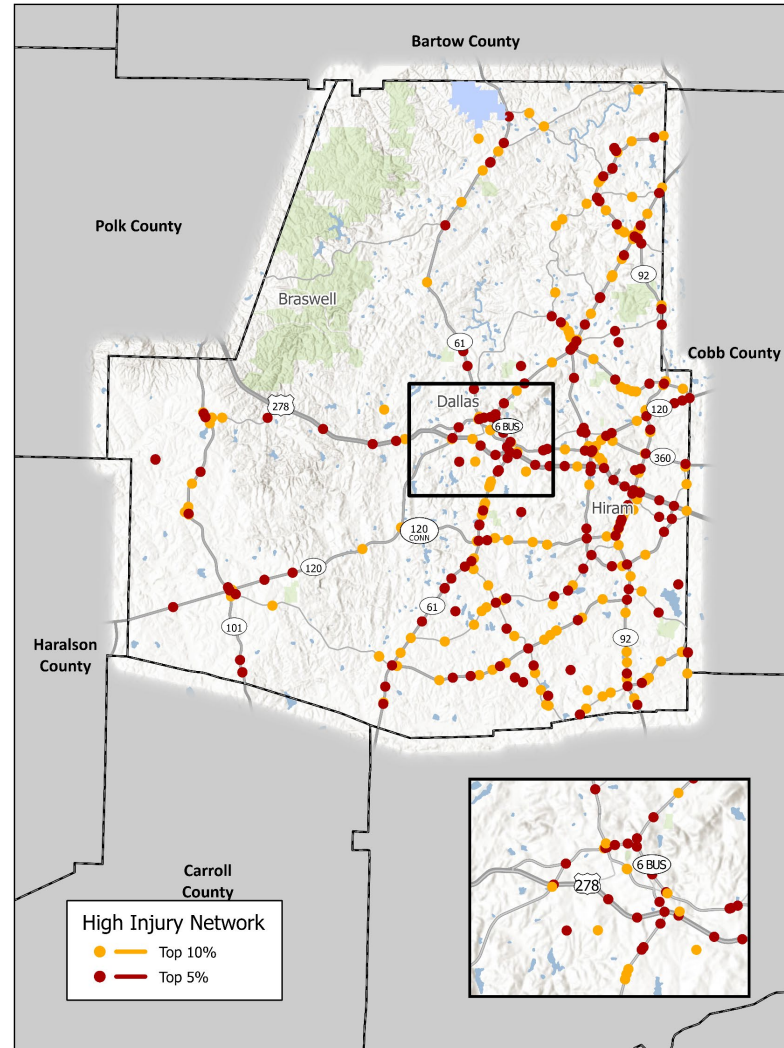


HIGH INJURY NETWORK

Corridors



Intersections



What is the High Injury Network?

The High Injury Network (HIN) defines stretches of roadways, or corridors, and intersections within the County's jurisdiction that had the highest concentration of severe crashes.

Roadways that appear in both the HIN corridors and intersections include:

- ▶ US 278
- ▶ SR 61
- ▶ SR 120
- ▶ SR 6 BUS
- ▶ Bill Carruth Pkwy
- ▶ Nebo Rd

95% of all fatal and serious injury crashes occurred on only **5%** of the roadway network in Paulding County

SYSTEMIC CRASH RISK

Risk Factors

The systemic safety analysis, which evaluates risk across the entire roadway network, helped identify locations to proactively prevent fatal and serious injury crashes before they occur. The analysis determine the following factors contribute to higher severe crash risk:

Higher Annual Average Daily Traffic (AADT)

Arterial Functional Classification

Higher Speed Limit

Greater Number of Through Lanes

Higher Population & Employment Density

Greater Percentage of Zero Car Households

Denser Land Use

High-Risk Corridors

Road	From	To
SR 120/Charles Hardy Pkwy	SR 360	SR 92
SR 120/SR 360/Charles Hardy Pkwy	SR 6 BUS	US 278
US 278	SR 120	Hiram Dr
US 278	Paris Rd	International Pkwy
US 278	Greenfield Rd	Isley Stamper Rd
Bill Carruth Pkwy	US 278	Angham Rd

High-Risk Active Transportation

Road	From	To
SR 120	SR 360	SR 92
US 278	Greenfield Rd	Isley Stamper Rd
US 278	S Main St	Greenfield Rd
Bill Carruth Pkwy	Angham Rd	US 278
W Memorial Dr	Pinecrest Cir	Confederate Ave
E Memorial Dr	Confederate Ave	SR 6 BUS/Merchants Dr
SR 120/Charles Hardy Pkwy	SR 6 BUS/Atlanta Hwy	US 278
SR 61/Nathan Dean Blvd	SR 6 BUS/Merchants Dr	US 278
SR 360/Macland Rd	SR 120	SR 92
SR 6 BUS/Merchants Dr	E Memorial Dr	SR 120/Charles Hardy Pkwy

High-Risk Intersections

US 278 & SR 120/Buchanan St	US 278 & Bill Carruth Pkwy/Poplar Springs Rd
US 278 & Seaboard Dr	Macland Rd & Merchants Dr/SR 6 BUS
US 278 & SR 61	SR 61 & Main St
US 278 & Thomas B Murphy Dr	SR 61/Nathan Dean Blvd & SR 6 BUS/Merchants Dr
US 278 & Old Harris Rd	SR 61 & Thomas B Murphy Dr
US 278 & Butler Industrial Dr	SR 61 & Nathan Dean Blvd
US 278 & SR 120/Bill Carruth Pkwy	SR 6 BUS/Atlanta Hwy & SR 120
US 278 & SR 6 BUS/Atlanta Hwy	SR 120 & Evans Mill Dr
SR 120 & Sedgfield Dr	SR 92 & SR 360
SR 92 & Hanover Ave	SR 92 & Dailey Rd

EQUITY CONSIDERATIONS

Equity Analysis

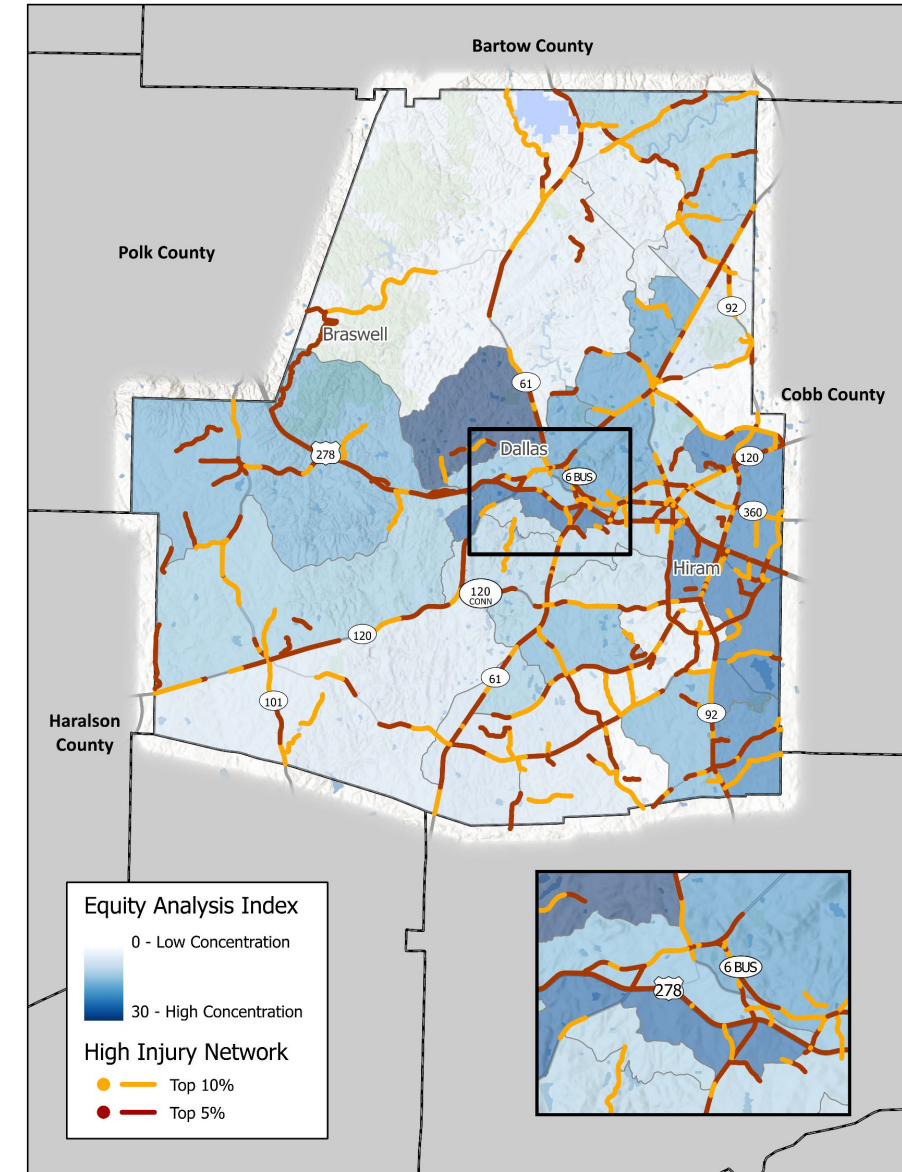
The Equity Analysis identifies where concentrations of historically disadvantaged population (HDP) groups may be disproportionately impacted by traffic crashes. While the HDP populations might not be directly involved in the crashes, they are impacted by the high rates of crashes in the areas they live. The unique mobility needs of these HDP groups should be considered as safety improvements are developed and implemented.

Areas with higher-than-average concentrations of HDP groups include:

- ▶ Southeastern Paulding County
- ▶ City of Dallas

Key Findings

- ▶ Southeastern Paulding County and City of Dallas have higher than average levels of foreign-born, ethnic minorities who have limited-English proficiency and no access to a car.
- ▶ The area north of Downtown Dallas has higher concentrations of low-income groups and youth.
- ▶ There are higher concentrations of people who walk to work in tracts along Villa Rica Hwy and Buchanan Hwy.
- ▶ Tracts with higher equity analysis scores coincide with high crash areas, notably along SR 120, Bill Carruth Pkwy, and US 278. This signals potential infrastructure and safety challenges impacting HDP populations.



ENGAGING THE COMMUNITY

Key Engagement Takeaways

- ▶ **Perceptions of unsafe conditions** often align with what data analysis has shown
- ▶ **Visibility/turning, lighting, speeding, and Vulnerable Roadway User (VRU) safety** are top concerns
- ▶ **Support for proactive safety improvements** to get ahead of expected growth

Nearly half of all survey respondents were in or knew someone who had been in an accident in Paulding County.

Key Survey Responses

Nearly half of all map exercise were related to turning hazards.

Top 3 supported safety interventions:

- Intersection improvements/reconfigurations
- Traffic calming
- Connecting bike/ped infrastructure to town centers

Greatest contributing factors to crashes according to survey respondents are:

- Drivers not following the law
- Distracted road users
- Speeding/aggressive driving

ENGAGEMENT PROCESS SUMMARY



Technical Steering Committee

- 13+ orgs represented
- 3 Committee meetings



Public Open Houses

- 2 Public Meetings
- 44 attendees



Focus Groups

- February 25th
- 4 attendees



Pop Up Events

- Paulding County Touch-a-Truck Event on April 26th



Online Engagement

- Website: PauldingCSAP.com
- Regular content on local social media channels



Community Survey

- Online survey/interactive map exercise
- 72 total responses

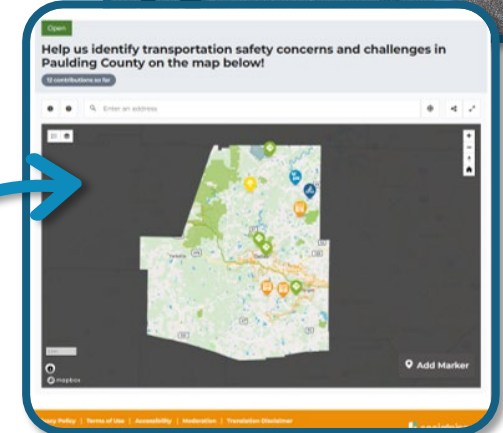
Save the date



COMPREHENSIVE SAFETY ACTION PLAN

open house

Tuesday, April 29th | 5:00 - 7:00 PM
Watson Government Complex
240 Constitution Blvd. Dallas, GA 30132



DEVELOPING RECOMMENDATIONS

Four Types of Recommendations



Site Specific



Systemic



Active Transportation



Policy/Program

66 total site-specific recommendations were developed countywide. **31** were intersection locations and **35** were corridors

RECOMMENDATIONS DEVELOPMENT

Identify **target corridors and intersections** from high-injury, high-risk, and active-risk networks



Evaluate **priority areas** with respect to current **programmed and planned projects**



Review **crash trends** on targeted corridors and intersections



Identify **safety countermeasures** on target corridors and intersections



Identify **systemic recommendations** based on overrepresented crash types

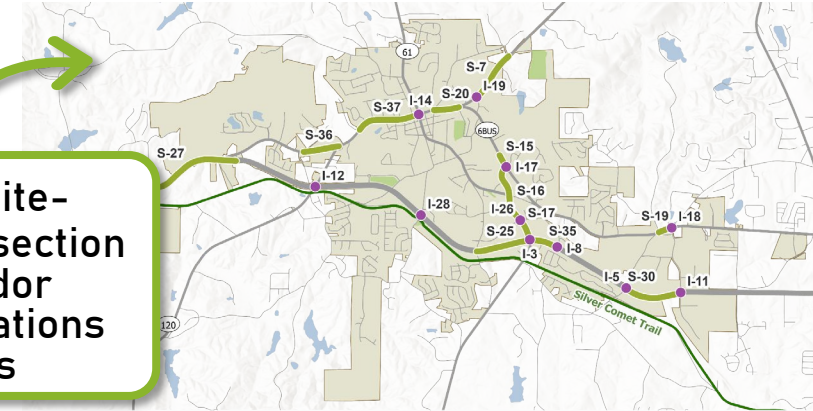


Prioritize target corridors and intersections based on **7 key factors**



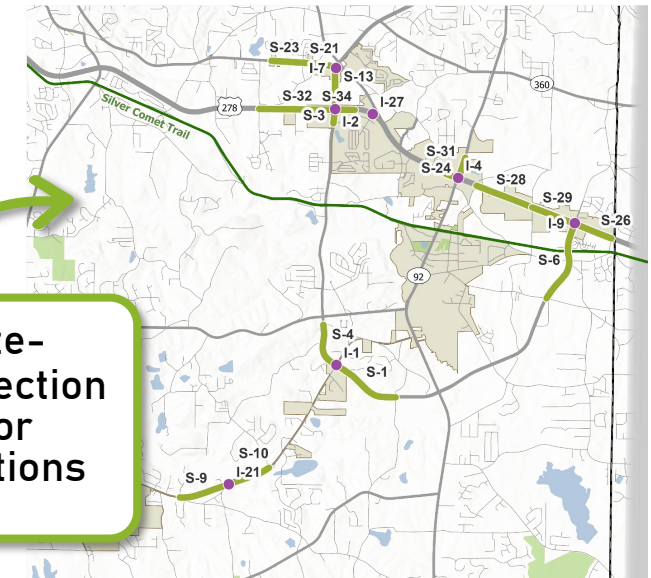
PAULDING COMPREHENSIVE
SAFETY ACTION PLAN

City of Dallas



23 total site-specific intersection and corridor recommendations in Dallas

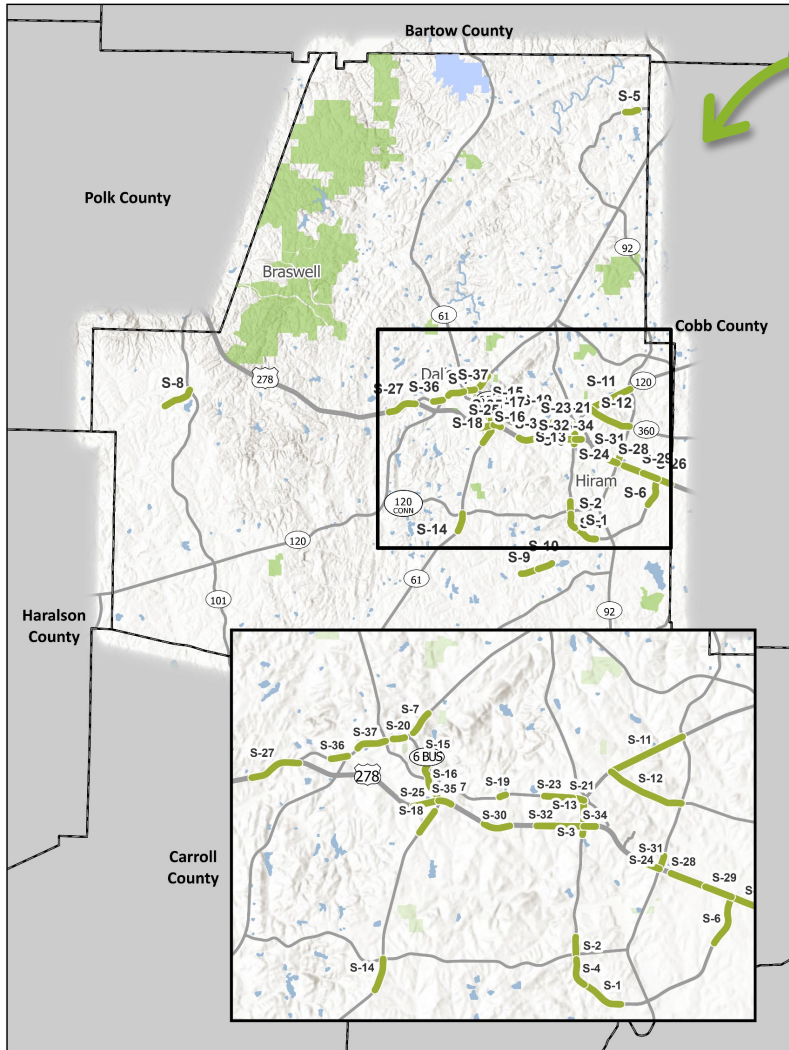
City of Hiram



14 total site-specific intersection and corridor recommendations in Hiram

INFRASTRUCTURE RECOMMENDATIONS

Corridor Recommendations



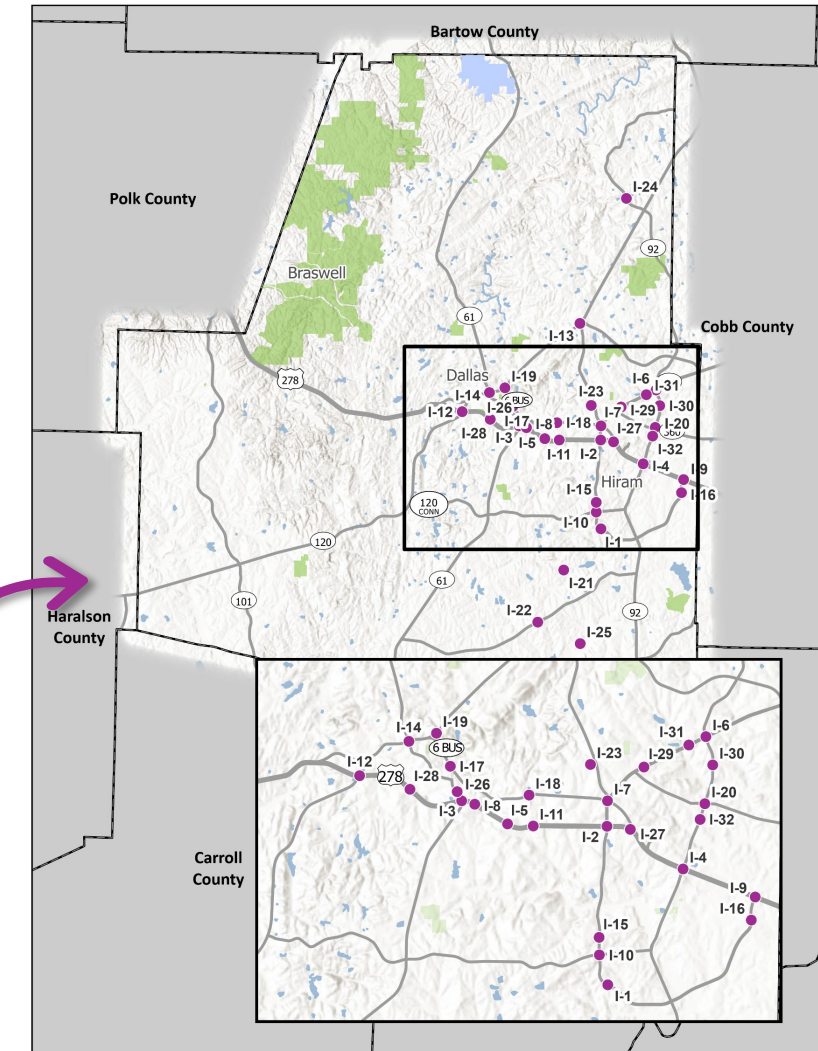
Corridor Projects Top Roadways

- ▶ 10 on US 278
- ▶ 5 on Bill Carruth Pkwy
- ▶ 5 on SR 61
- ▶ 4 on SR 6 BUS

Intersection Projects Top Roadways

- ▶ 10 on US 278
- ▶ 7 on SR 120
- ▶ 5 on Bill Carruth Pkwy
- ▶ 5 on SR 92

Intersection Recommendations



SYSTEMIC RECOMMENDATIONS

What are Systemic Recommendations?

Systemic recommendations are actions that can be applied systemwide whenever a certain risk is present. Systemic recommendations were determined based on overrepresentation of the highest-risk crash types in Paulding County which are head-on, single vehicle, speeding-related, left-angle, and those occurring in dark or not-lighted conditions.

The six recommended countermeasures (right) are designed to address these specific crash types and should be considered for routine application as roadway improvements are made.

National Guidance & Best Practices on Safety Countermeasures



- ▶ Remove Severe Conflicts – Eliminate specific high-risk conditions by separating road users of different modes, travel speeds, or directions.
- ▶ Reduce Vehicle Speeds – implement design features and speed management strategies to reduce the kinetic energy of a crash.
- ▶ Increase Attentiveness and Awareness – Alert road users to conflicts so appropriate action can be taken
- ▶ Manage Conflicts in Time – separate users in time using traffic control devices to minimize conflicts with vehicles



Protected-only left turns
by time of day



Flashing beacon /
warning devices



Enhanced delineation
measures for curves



Lighting
improvements



Speed reduction
measures



Supplemental traffic
signals



ACTIVE TRANSPORTATION RECOMMENDATIONS

Systemic Active Transportation Strategies Toolkit

*FHWA Proven Safety Countermeasures &
Additional Countermeasures*



Bikeways



Road Diets



Walkways



Roundabouts



Rural Roadway
Counter-
measures



Crosswalk
Visibility
Enhancements



Leading
Pedestrian
Intervals



Medians, Ped
Refuge Island



Road Safety
Audits



Pedestrian
Hybrid Beacon



Lighting



Rectangular
Rapid Flashing
Beacons

Priority Locations for Active Transportation Safety Improvements

Several higher priority locations were identified in Paulding County that warrant routine, systematic improvements for pedestrians and bicyclists.



School Sites



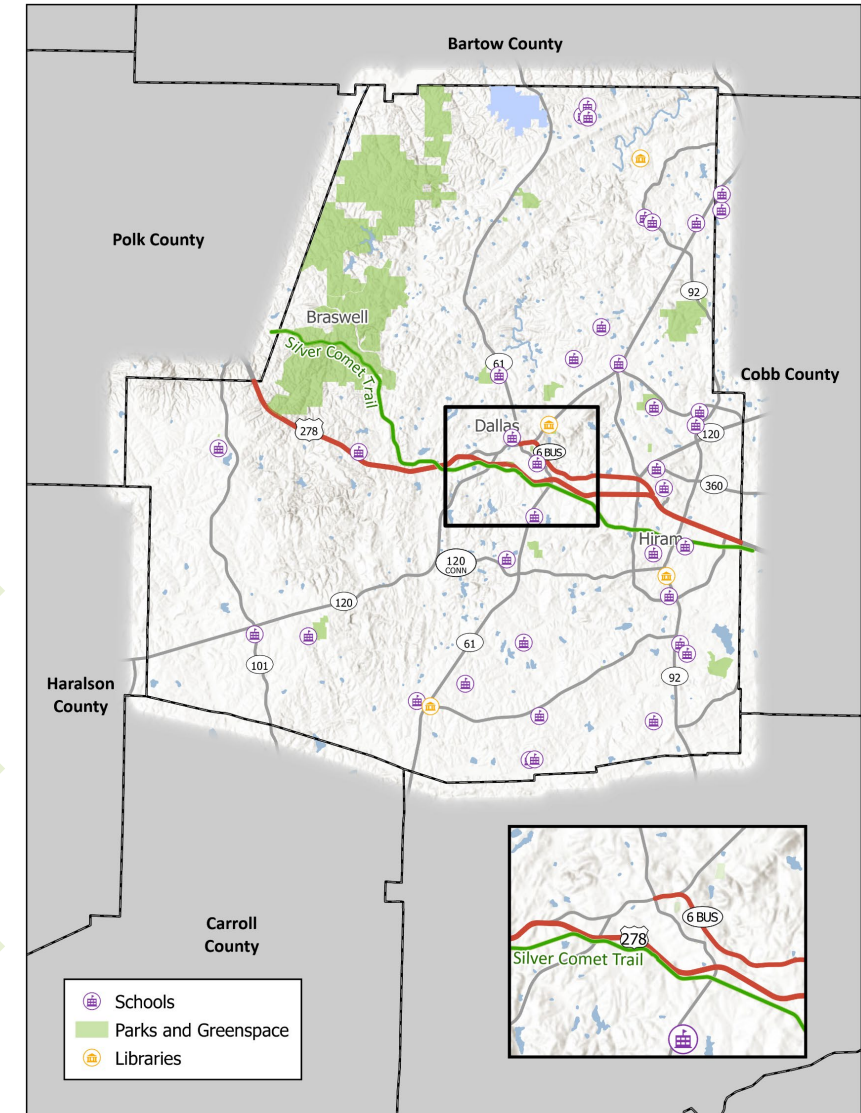
Greenway Trail
Crossings



Greenspaces &
Community
Destinations



Subdivision
Entrances



PROGRAM & POLICY RECOMMENDATIONS

Program and policy recommendations are meant to compliment infrastructure recommendations to help make safety efforts in the County more effective and sustainable. These were developed based on a review of Paulding's existing plans and policies and an industry best practices review.

Coordination

- ▶ Convene a County VRU Safety Committee
- ▶ Coordinate with Georgia DOT
- ▶ Conduct Interdisciplinary Road Safety Audits

Land Use & Zoning

- ▶ Implement Crossroad Communities to Support Multimodal Travel
- ▶ Leverage Community Residential Development Patterns
- ▶ Expand Transit Services & Options

Education & Outreach

- ▶ Promote a Culture of Safety
- ▶ Expand Multimodal & Safety Messaging
- ▶ Host Safety Town Halls
- ▶ Provide Realtime Feedback on Travel Speeds
- ▶ Safety Education Campaigns & material distribution

Inventory & Evaluation

- ▶ Develop Sidewalk, Bikeway, and Path Inventory
- ▶ Conduct Before/After Assessment Studies
- ▶ Survey Residents and Visitors about Safety Knowledge

Enforcement

- ▶ Targeted Actions
- ▶ Legislation
- ▶ Enhanced Penalties
- ▶ Crash Reporting Training for Law Enforcement

Planning & Studies

- ▶ Align Greenway & Trails Plan with Safety Priorities
- ▶ Develop Multimodal Demand & Traffic Stress Maps

Motorized Cart Regulation

- ▶ Motorized Cart Plan, Design Standards, Cart Path Maps, Facility Designations, and Signage
- ▶ Motorized Cart Operator Requirements and Vehicle Registration

No programmed project that addresses safety concerns before 10 years

Near/mid-tern (2030-2035) project may address safety concerns

PRIORITY CORRIDORS & INTERSECTIONS

Priority Corridors for Implementation

ID	CORRIDOR	PROJECT SCORE (RANK)	OWNERSHIP
S-28	US 278 (Lake Rd to Greenfield Rd)	1	State
S-35	US 278 (SR 61 to Thomas B Murphy Dr)	2	State
S-11	SR 120 (SR 360 to SR 92)	3	State
S-29	US 278 (Metromont Rd to Bill Carruth Pkwy)	4	State
S-25	US 278 (Academy Dr to SR 61)	5	State
S-27	US 278 (Homer Cochran Rd to W Memorial Dr)	6	State
S-13	SR 120 (SR 6BU to US 278)	7	State
S-32	US 278 (Paris Rd to SR 120)	8	State
S-30	US 278 (Old Harris Rd to Butler Industrial Dr)	10	State
S-23	SR 6BU/Atlanta Hwy (Wilbanks Cir to Summerhill Rd)	11	State
S-8	Holly Springs Rd (Woodwind Dr to SR 101)	13	Local
S-26	US 278 (Greenfield Rd to Isley Stamper Rd)	14	State
S-37	W Memorial (Pinecrest Cir to SR 61)	15	Local
S-3	Bill Carruth Pkwy (US 278/SR 6 to Breezy Valley Conn)	18	Local
S-2	Bill Carruth Pkwy (Regency Drive / Virgie Ballentine Drive to SR 120 CONN / Hiram Sudie Road)	19	Local
S-7	E Memorial Dr (Legion Rd to Croker Rd)	20	Local
S-34	US 278 (SR 120 to Hiram Dr)	21	State
S-10	Nebo Rd (Wall Rd to McClung Rd)	29	Local
S-9	Nebo Rd (Riverstone Dr to Normas Way)	30	Local

Priority Intersections for Implementation

ID	INTERSECTION	PROJECT SCORE (RANK)	OWNERSHIP
I-8	US 278 (Jimmy Campbell Pkwy) & Thomas B Murphy Dr	2	State & Local
I-10	SR 120-CO (Hiram Sudie Rd) & Bill Carruth Pkwy	4	State & Local
I-2	US 278 (Jimmy Lee Smith Pkwy) & SR 120 (Charles Hardy Pkwy) / Bill Carruth Pkwy	5	State
I-11	US 278 (Jimmy Campbell Pkwy) & Butler Industrial Dr / Cadillac Pkwy	7	State & Local
I-17	SR 61 (Nathan Dean Blvd) & Merchants Dr	8	State & Local
I-1	Bill Carruth Pkwy & Nebo Rd	9	Local
I-26	SR 61 (Nathan Dean Pkwy) & Thomas B Murphy Dr	17	State & Local
I-32	SR 92 (Hiram Acworth Hwy) & Dailey Rd / Darbys Crossing Dr	21	State & Local

COMMITMENT TO ZERO

The Paulding County Comprehensive Safety Action Plan presents the County's commitment and strategies towards the reduction and eventual elimination of fatal and serious injury traffic crashes on public roads in Paulding County.

Paulding County recognizes that this long-term goal of zero traffic crash fatalities and serious injuries will require incremental investments, coordination with implementation partners, and tracking of steady progress. Paulding County will adopt a goal of a **five percent annual reduction target** for fatal and serious injuries due to traffic crashes on public roads in Paulding County.

"The zero deaths vision acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users."



"Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all."

VISION ZERO NETWORK

